

Report of Goals Subcommittee of RCC Tire Cluster
November 21, 2003

The Goals Subcommittee recommends the following numbers for the two Goals established by the Cluster at its August 14, 2003 meeting in Washington, DC.

I. Divert 85% of newly generated scrap tires to reuse, recycling or energy recovery by 2008.

This goal was established with several understandings:

- that tire production is expected to increase 4-5% over the next 5 years
- that the Rubber Manufacturer's Association (RMA) database is the source of data to measure progress on meeting this goal
- that tire recovery, processing and end use is usually measured in weights (tons) and that to be compatible for measuring progress on this goal, generation figures must be converted into weights.
- that the current (CY2001-best available info) recovery rate is approximately 70%, according to RMA
- that landfilling and monofilling do not count as diversion
- that some states or regions already exceed this percentage (some over 100%- net importers) but many do not, especially where landfilling and monofilling are prevalent; accordingly, this goal is a national average of all efforts
- that significant improvements in diversion may depend on changes in laws, regulations or local, state and federal programmatic and financial investments and capital investments by processors and end users.

II. Reduce by 55% the number of tires in (existing) stockpiles by 2008

This goal was established with several understandings:

- that significant tire pile cleanups depend on state government funding and cleanup programs, unless other sources become available
- that about 305,000,000 tires remain in tire piles, with the vast majority (85%) remaining in just 8 states. Efforts in these states will determine this goal.
- that many states currently exceed this level, with many achieving almost complete cleanup after years of efforts and million of tax dollars spent

These goals recognize the long lead time necessary to establish and stabilize capacity and end user markets for diversion of waste tire material from disposal to beneficial end uses and the dependency of pile cleanups on governmental funding. Shifts in either of these factors could affect these goals and longer time frames (i.e., 10 years) could result in significantly higher percentages for both goals.